

HOLDEN TORQUE

Journal of the Holden Sporting Car Club of Victoria (Inc)



Holden Sporting Car Club of Victoria



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NEW MEDIA & DESIGN



COMING EVENTS

HSCCV GO KART DAY
PHILLIP ISLAND
APRIL 26TH

**HSCCV VS FFCC
CHALLENGE**
SANDOWN
MAY 10TH

ENJOY YOUR MOTORSPORT IN 2009

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Welcome to the February 2009 edition of**HOLDEN TORQUE**

Journal of the Holden Sporting Car Club of Victoria (Inc)



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Club TORQUE - Committee 2009 and Club Information

President	Bruce Lethborg	president@holdenclub.com	0417 014 304
Vice President	Greg Black	vice_president@holdenclub.com	
Secretary	Phil Slater	phil.slater@optusnet.com.au	0432 955 743
Treasurer	Vlad Kowal	treasurer@holdenclub.com	
Motorkhana & Grp5 Rep	Frank Rogan	frankjr@optusnet.com.au	0416 001 577
Public Officer	Ray Cardwell	public_officer@holdenclub.com	
Stock Rep	Martin Carabott		0419 666 595
Social Rep	contact committee		
Motor Racing & Rally Rep	Peter Scott	motormcraft@optusnet.com.au	0409 096 548
Editor	Alex	editor@holdenclub.com	0419 222 011
Classic Historic Registry	Richard Wales		(03) 9803 7690
Membership/Point score	Bruce Lethborg	president@holdenclub.com	0417 014 304
Special Events	contact committee		
CAMS State Council Rep	Greg Black	vice_president@holdenclub.com	

Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred for text, pictures as jpg. Each months items must be received before print night. Quarter page ads are free to members.

Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page

Website

Why not visit our website for further information. You can also download all competitive supplementary regulations (entry forms) via the site. Find us at: www.holdenclub.com

Club Meetings

Meetings are held on the fourth Monday of every month (except December) at Bells Hotel, cnr Moray and Coventry Sts, South Melbourne, 7.30pm for an 8.00pm start. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices.

Correspondence

All correspondence for the Holden Sporting Car Club of Victoria, Inc. should be addressed to:
The Secretary, Holden Sporting Car Club of Victoria Inc., GPO Box 791, Melbourne, Vic 3001

Disclaimer

The views written are not necessarily those of the committee and the producers of the Holden Sporting Car Club of Victoria Inc.'s magazine, "Holden Torque". We accept no responsibility for the accuracy of the information printed and quality of any item or service advertised or mentioned in this publication.

President - Bruce Lethborg

Hello fellow motorsport fans, we're into March and the season has kicked off. We've had the first round of the Holden Ford series at Winton, the entries were a bit down, the day was perfect for racing. We tried a new format, instead of 3 timed laps, the cars stayed out for 12 minutes this tested the cars with brakes and tyres getting a bit spongy and drivers getting a bit hot in the cockpit. Thanks to all our members who helped to run the event.

We have also run the first round of Group 5 motorkhana series at Werribee, this event was almost cancelled as we were unable to get a director, Vlad and myself were unavailable and at the last minute John Rosengrave from HAC stepped in as director, Nicholas Charrett from FFCC organised the permit from CAMS in one day so the event went ahead, again the entries were down and we have incurred a small loss financially. Thanks to Glenn & Michelle for running the catering, Wayne Greg, Peter and Phil for helping with timing and scrutineering.

Next was the hillclimb, unfortunately, we had to cancel this event due to confusion of the dates, difficulty in getting the permit, the short time to get entries in and the cost to run the event. Gippsland car club have raised the hire cost by around 60% over last years hire fee to \$2200 and the cost of CAMS permit put the cost of the event in excess of \$3000 so the committee decided to cancel the event rather than run it and suffer a possible substantial loss. We have another date booked in September and we will be organising the event well in advance.

Greg and I had a meeting with FFCC about the series for this year, it was good to hear their thoughts and for us to put forward some of our thoughts as well, one of the ideas was the more track time by having the cars run to a time limit not laps. We are going to arrange another meeting before Sandown to fine tune a few things after Winton, so stay tuned.

Phil, Frank, Kris and I went to see Eric Bana's new film Love the Beast as guests of Spirit of Tasmania and TasVactions, it is well worth seeing but take your long suffering partner along as they will understand why we love our beasts. The film looks into the passion people have for their hobbies, in this case his car, it focuses on Eric's Targa Tasmania campaign in 2007 (which I competed in) where he ran off the road and badly damaged the beast, his thoughts on what to do with the car, his mates and family. Before the movie we were given a small presentation from Spirit of Tasmania and TasVacations about car club activities in Tasmania. The roads in Tassie are some of the best driving roads in the country, driving some of the Targa stages at legal speeds is fun. The committee is thinking about organising a driving trip in the future where we could take in some of the Targa roads, visit Baskerville and Symonds Plains and enjoy the scenery, great food, beer and wine that Tasmania has to offer. We would like to hear from you if you are interested.

Glenn Mason is also looking for members interested in travelling to Oran Park Raceway towards the end of the year with your race car and hire the track for a day for a fang before it is closed and turned into a housing estate, so if you are interested, please contact Glenn.

I now have my new fresh engine with twin throttle body manifold ready for the VN built by Chris Spencer from Spencer Race Engines, I'm keen to find out how the car goes, I now have a bit of work ahead to modify and make parts for the new manifold and paint the engine bay so Kris and I can run at Sandown.

Keep it on the black stuff

Cheers Bruce

Vice President - Greg Black

So much has happened over the past month who knows where to start. The HSCCV motorkhana was a successful event, even though the entry list was a bit light. We do have to thank John Rosengrave and Nicholas Chariot for helping out at the last minute. Fortunately there was a good contingent of members there to get the remaining jobs done, special thanks also to Glenn and Michelle (no photo's permitted!) for running the BBQ all day and the work beforehand preparing the supplies. Michelle is particularly experienced and well organised at catering. I looked at the setup and could only think "that's a good idea, I wouldn't have thought of that...".

While on the topic of officials there was a meeting with FFCC about the Ford Vs Holden sprint series. We wanted a meeting to discuss organisation of the day, sharing tasks equally, get more track time and generally increase competitor satisfaction and return the event to "best organised". The basic outcome was that FFCC consider we are not putting in enough helpers to warrant the 50:50 income split. It was stated that if we don't put up 50% of helpers then we shouldn't get 50% of income. It was not a heated or agro meeting but the sentiment was very clear. The expectation of FFCC for numbers of officials was sought and the bottom line is we need to come up with at least 8 helpers at each Sandown event. If you look at the helpers at Winton you might think this should be easy, but consider this; half of the helpers were there because their cars were not ready yet. At Sandown this will probably be different. Even if we have 8 helpers, there are several rounds there and if you were to help at one round and run at the rest we would need 24 helpers, and this does not include extras for swapping during the day! I'm not sure if we have 24 different people who can/would help. In fact 8 people is a fair proportion of the normal HSCCV entry list for a sprint, it would be very difficult to expect a few people to help at all events and not run at all. Obviously only the officials out on track (recovery and flags) and CAMS designated 'essential officials' miss out on running; those involved with pre-event duties can still run in the event, so it is important to have equal distribution of tasks both within HSCCV and between the clubs. Having said all that, I am not sure if we really have been deficient in providing help if you look at it from the long term perspective. Unfortunately I don't believe this has been recorded in any way so maybe perception is reality.

On the topic of track time and competitor satisfaction there were suggestions made to try and increase this. The biggest time loss for the day is changeover between sessions and number of competitors in each group. However with the organisational constraints in place (which are unlikely to change) the only way to increase track time was to reduce the time lost in group changeovers; this is why the timed session was trialled at Winton, which had mixed reaction. Given the number of entries for a Winton event there probably should have been considerably more timed laps. Maybe this is wishful thinking from me as a competitor but I recall other events having far more laps even with over 100 entrants. A common theme from clubs and CAMS is increasing the level of participation in the sport, but I don't see this happening in practise. We can't just sit back and think what we do is good enough because the entrants appear to be voting with their feet. I have no evidence of why entries are reduced, but less track time can't be a positive influence, can it?

Where does this leave HSCCV and the Ford Vs Holden series? To be honest, I'm not really sure; but one thing I believe, if nothing changes, the series will not be entirely the same by the end of the year and I don't think it will be a good thing.

Greg

Secretary - Phil Slater

Hi everyone it's been an exciting month. It was good to get back on the track at Winton. Having gone over the car and sorted out some problems I was looking forward to a trouble free run, however while exploring the limits of adhesion on turn 4 I had an off track excursion which removed a clip from one of the exhaust hangers and allowed the exhaust to hit the tailshaft when braking and turning right (you do a lot of that at Winton) it sounded terrible but was harmless. Chris and I had a great battle throughout the day and I discovered that the secret was to let him go first and chase him, in order to get a better time, which I finally did late in the day. I can't say the 12 minute formula was good for my standard brakes on a hot day. I cooked a relatively new set of pads (EDC yellow). I now have to make the choice of bigger HSV brakes, needing bigger wheels or buying a track car for about the same money (@ \$10k).

I did some timing at the Group 5 motorkhana at Werribee and was disappointed to see not many members of our club competing although Frank and young Adrian were doing well in their classes. It would be good if we could get more members involved in this fun form of motorsport.

The other thing on this month was the preview of Eric Bana's "Love the Beast" a fantastic movie that explains our love affairs with our cars, the mateship that is an important part of motorsport and the obsession of competition. I recommend that you see this movie with your spouse/partner or anyone else that can't understand your obsession with cars.

Don't forget, memberships are now due.
Make sure you have renewed or you will
be removed from the mailing list ! ! !

Don't forget if you are looking into home loans, consider DONATION Home loans – one of our members did, and the club benefits accordingly!



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Treasurer - V. Kowal

Club Members Pitch In

A huge "Thank You" to our many club members who came to Winton and Werribee to help run the event, and to show support for the club. At Winton, we had Bruce on the dummy grid, Greg as Chief Scrutineer, St. Peter as Scrutineer, Ian Smith and Peter Scott on flag points and Julie as our club's "official" photographer.

At the Werribee Motorkhana, we had Frank as secretary, Greg as scrutineer, Glen and Michelle on catering, Wayne and Phil and St. Peter on timing and everyone joining in to help with setting up the test areas. Did I leave anybody out? (Ray or Mal with setting up?) If I did, please let me know and I will correct my error in the next mag and subject myself to a public flogging at the next club meeting. I also need to know so that we can keep an up-to-date list for point score and sharing club responsibilities.

Our Club's Mission

As I mentioned in the last newsletter we will use one of our meetings to ask members to participate in a discussion on the future direction for the Holden Sporting Car Club and it may even end in writing a new Mission\Vision statement. I have no particular agenda, but just as I do when on a long trip, I stop to think about where I'm going and I like to consult my map. What you say will determine where we go as a club. Anyone not at monthly meetings will have no say in where our club is heading in 2009 and beyond. If you can't get to the APRIL meeting when this will be discussed, then please write to me at treasurer@holdenclub.com or educon@bigpond.net.au or even to PO Box 2405 Sunbury 3429 if you want to use the traditional method of communication.

Winton Sprint 22 Feb

Thank you to all of the competitors who gave feedback at the last meeting. I will take your recommendations on board, if I ever get "allowed" to direct another sprint event. There will be another Hillclimb at Morwell in September, so your views on how that event should be run would be appreciated. On Winton, I heard people saying that 12 minute runs were too long for some cars, running another three quarters of a lap after timing was finished was too much of a waste of effort, fuel etc, and that timing and the chequered flag should both be at the start/finish line. We all know it's not a "race" but no-one has ever complained about a finish with a chequered flag.

We had 46 drivers entered at Winton with 39 official paid entries with a loss for both clubs of \$785.00 each.

Treasurer - Expenditure/Income - V. Kowal

Expenditure (Outgoings) for the period February 12th to March 12th 2009	Amount \$
Motorkhana March 1st:	
Food and Drink stock	\$ 213.29
CAMS PERMIT FEE	\$ 134.00
TCCA track hire	\$ 200.00
Batteries and gas bottle	\$ 49.53
Melton Motor Club Motorkhana fee (Nov '08)	\$ 200.00
Postage costs	\$ 55.00
Morwell Sprint August:	
Deposit Gippsland Car Club	\$ 500.00
Red Cross Bushfire Appeal	\$ 1000.00
Withholding tax	\$ 26.00
CAMS affiliation fee	\$ 660.00
Total Outgoing	\$ 3018.43
Income for the period February 12th to March 12th 2009	
Membership fees	\$ 806.00
Aroma Bakeries Donations (3 months)	\$ 120.00
Interest (ING)	\$ 58.75
Motorkhana entries	\$ 360.00
Club meeting raffle	\$ 41.00
Total Income	\$ 1385.50
ANZ BANK BALANCE AS OF March 12 th 2009	\$ 758.80
ING BALANCE AS OF March 12 th 2009	\$19527.98
Total	\$20286.78

Calendar TORQUE - Club Calendar 2009

Dates & Venues subject to change. Please advise of events that need to be added

<i>January</i>	
15	TCCA VMC Rnd 1, TCCA, Werribee
19	HSCCV print night
26	HSCCV General Meeting—Jells Park

<i>February</i>	
9	HSCCV committee meeting
15	TCCA, VMC Rnd 1
16	HSCCV print night
22	HSCCV/FFCC Holden v Ford challenge, Winton
23	HSCCV General Meeting—Bells Hotel

<i>March</i>	
1	HSCCV Grp 5 Rnd 1, Werribee
7-8	NCCA, Challenge of Clubs, Ballarat
10	HSCCV committee meeting
14-15	Phillip Island Classic
15	PAC VMC Rnd 2, Tooradin
16	HSCCV print night
23	HSCCV General Meeting—Bells Hotel
28-29	Aust Grand Prix

<i>April</i>	
5	HAC Grp 5 Rnd 2, Avalon TBC
14	HSCCV Committee Meeting
20	HSCCV Print Night
26	Go Karts, Phillip Island Grand Prix Circuit, 11am visitor centre
27	HSCCV General Meeting—TBA

<i>May</i>	
3	VMCI VMC Rnd 3, Werribee
10	HSCCV/FFCC Holden v Ford challenge, Sandown
11	HSCCV Committee Meeting
18	HSCCV Print Night
23	FFCC/TCCA, Grp 5 Rnd 3 / VMC Rnd 4, Werribee
25	HSCCV General Meeting—Bells Hotel

<i>June</i>	
9	HSCCV Committee Meeting
15	HSCCV Print Night
21	WVCV Grp 5 Rnd 4, Tooradin TBC
22	HSCCV General Meeting—Bells Hotel
28	DSCC VMC Rnd 5, Deniliquin

<i>July</i>	
12	MUCC VMC Rnd 6, SPT Somerton
12	HSCCV/FFCC Holden v Ford challenge, Sandown
13	HSCCV Committee Meeting
20	HSCCV Print Night
27	HSCCV General Meeting—Bells Hotel

Calendar TORQUE - Club Calendar 2009

Dates & Venues subject to change. Please advise of events that need to be added

<i>August</i>	
2	FFCC/TCCA Grp 5 Rnd 5, Werribee
10	HSCCV Committee Meeting
16	PCCV VMC Rnd 7, Werribee TBC
17	HSCCV Print Night
23	HSCCV/FFCC Holden v Ford challenge, Winton
24	HSCCV General Meeting—Bells Hotel

<i>September</i>	
6	NCCA Grp 5 Rnd 6, Tooradin TBC
14	HSCCV Committee Meeting
19	BCC VMC Rnd 8, Bendigo
21	HSCCV Print Night
27	HSCCV/FFCC Holden v Ford challenge, Hillclimb - Haunted Hills
28	HSCCV General Meeting—Bells Hotel

<i>October</i>	
3-4	Australian Motorkhana Championship, Narimba NSW
8-11	V8 Supercars Supercheap Auto Bathurst 1000
12	HSCCV Committee Meeting
17-18	MotoGP Phillip Island
19	HSCCV Print Night
24	FFCC/TCCA Grp 5 Khanacross, Werribee
26	HSCCV General Meeting—Bells Hotel

<i>November</i>	
3	HSCCV/FFCC Holden v Ford challenge, Sandown (Cup Day)
8	HSCCV VMC Rnd 9, Werribee
9	HSCCV Committee Meeting
16	HSCCV Print Night
22	HAC Interclub, TBC
23	HSCCV AGM—Bells Hotel

<i>December</i>	
6	Grp 5 spare
9	Motorkhana presentation dinner, Bell's Hotel
12	HSCCV Christmas Party & Presentation Night Cresco Park Warrandyte (TBC)



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Special Event 'Oran Park' - Glenn Mason

Hello everyone.

I have had an idea regarding the possibility of having a track day at Oran Park before it closes at the end of the year. This is one of the most historic tracks in the country, and it is a real shame that it is closing to make way for housing. I for one, would love the opportunity to drive on it, and see what it feels like, especially over the dog-leg, that looks like something spectacular! My first thoughts were to attend a sprint event with a Sydney based club, but it seemed a long way to go for ten to fifteen laps, on a good day. So I have priced up track hire on a week day, and have tracked down some accommodation close to the track.

The preliminary costs at this time are as follows, based on forty people attending the day, and two nights accommodation:

\$550.00 per person, track day and accommodation. If you share your accommodation with someone else \$450.00. The accommodation has a restaurant and will do us a deal for Dinner each night.

Note, this is a starting point and may change, but at this point the costs are correct. I would be looking at \$300.00 deposit from each person who wishes to attend. I am planning in the track day being a Friday, so this allows travel on Thursday, and leaves the weekend free to do whatever you want whilst in Sydney, or travel back at a leisurely pace.

If people are really keen and the cost not too great for those interested, I MAY be able to include a day at Wakefield Park on the way up to Sydney at \$100.00 for the track day plus accommodation for one night which I would expect to be around \$120.00. This would be quite a driving experience in one week. Drive to Goulburn on Wednesday for the track day on Thursday, then off to Oran Park (about an hour or so drive) on Thursday for the track day on Friday. Again, this is only early on in the organization of this event, as I don't want to go too far until I know how keen people are. But it would be a pretty amazing few days, and I believe something we would all talk about for years. So for a total of around \$770.00 plus fuel and food, we could have one hell of a trip to remember.

Please let me know ASAP so I can firm up the plans and start to make some bookings once I have deposits. If you know anyone who would be interested, PLEASE tell them about it, because I REALLY want this to happen. The timing would be most likely August, September or October, dependant on availability.

Drive well, drive safe

Glenn

0409 436 893

glenn.mason@mje.com.au



HSCCV Race & Rally TORQUE - Peter Scott

Hello all and welcome to the serious stuff.

Our first sprint for the year was done and dusted at Winton on the 22nd of February with a good turnout of cars and drivers making the trip north. The weather was fine and sunny and got up to about 30 degrees in the afternoon. We had a total of 46 entrants in 9 classes with most getting five turns on the track. I should mention here that the normal format of one warm up lap, three timed flying laps, and one cool down lap was changed to 12 minutes track time per group. This allowed one warm up lap, then go hell for leather for as much as you felt necessary until the chequered flag was shown after 12 minutes.

For those with standard road registered cars, and there was quite a few, it meant that you could do two hot laps, let things cool down a bit, then still get maybe two more laps in before it was time to clear the track for the next group. A few drivers of the racing classes opted to do the same, as for some it was the first time out with fresh engines and rebuilt cars and discretion was the better part of valour in the heat.

I wasn't competing this time but everyone I spoke to on the day seemed happy with the change and was glad to get in more laps. If this format continues, then there are some minor issues that need resolving, but overall the general vibe and feedback was positive.

The fastest time of the day was set by Ray Seymour in his VH Commodore with a 1:39.32, followed by Michael Budge and Wayne Paola with 1:40.35 and 1:40.76 respectively.

I volunteered to flag for the day and was given "The Tank", the flag point at turn 7. The view was good and very entertaining watching drivers/cars on the sometimes very ragged edge. A few pics: (thanks Julie)



UPCOMING EVENTS.

For fans of the V8's, the first round for 2009 is the Clipsal 500 on this weekend, 19-22 March. This is the chance for everyone to see what's been going on in the workshops and back rooms during the off season.

This is followed next weekend by the Australian Grand Prix at Albert Park, 26-29 March. All teams will probably go a bit quieter here as it is not a championship round, and no-one will want unnecessary damage.

There is a sprint at Phillip Island on the 4th of April and some members have indicated their intention to take on the rice burners, so if you are interested, the supp regs can be found on www.wrx.com.au . Please note that there is a 75dB(A) noise level on the day that will be strictly enforced.

Apart from that, Go Karts in April, next Holden v Ford Sprint at Sandown on 10th May.

Lots to look forward to, so have fun and keep the shiny side up!

Peter.



Stock (not) - Martin Carabott

My god its March already, and what have I done so far this year, hmmm, apparently not much. Sorry to all for being so slack, as in not attending meetings and not doing much at all. How my life has changed with two small children and also the bakery going through an expansion, and as a result how little spare time I now have. I won't talk about stock at this point, I will save it for the next meeting.

With my VK back on the road and in desperate need of being run in, I thought I should take the opportunity to do so. A couple of hundred kilometres into the process it develops a diff whine, crown wheel slightly chewed out. VL diff number 2 located, hopefully the gears out of this one are okay and all is good again. The rear end in my car is now made up of VS 31 spline axles (cut down) and centre with mini spool, VL crown and pinion set (3.45) all wrapped in a VN housing. The VS housing was unfortunately too wide for the VKs rear even after much beating with all manner of gentle persuaders, there was nothing we could do to stop those tyres from rubbing, lets hope this is a reliable combination.

I hope to get my act together and be out on the track soon, I can't believe it's been almost two years.

See you at the next meeting.....Martin.



waffling at Shell servo

Phillip Island Classic



nice display

Greetings all. Another month gone, no motorsport for me, but I did enjoy a day out with the club at the Phillip Island Classic. An early start, meet the rest of the gang at the Shell servo in Lang Lang and then a cruise to the Island, at high speed, a couple of us couldn't keep up with Bruce, I think he forgot the speedo was in mile per hour. After setting up our display in a ripper location, right on the main straight, we went for wonder. The Shannons Display shed was fantastic, a great collection of cars under one roof.



The racing started and as usual the Group Nc and Group A & C events were fantastic, a variety of beautifully presented cars that sound great and slide around corners. Plenty of display cars doing demonstration runs during the lunch break and even a P51 Mustang doing some aerial stunts, very impressive. The weather held up for most of the day but the rain after lunch put a bit of a downer on things, although the spins down the main straight were quite a sight.



Location ! HSCCV site next to track (in background)



lots of noise

Another great day with the club and looking forward to same event next year. Thanks Bruce for organizing the day, and thanks to all for bringing their cars to the display.

Tech TORQUE - EFI, General Fault Finding Mindset

Hi and welcome to the first of a series talking about all areas of EFI, from the very basics, to more advanced installations and features.

This articles subject line is "General Fault Finding Mindset", and that may sound a little dry to some of you, but what I'm trying to get across is that when you are installing an EFI system (or any automotive electronics for that matter), there are a few simple things you can do to speed up the diagnosis when there appears to be a problem.

I'm just going to quickly go through a couple of things now to illustrate what I mean.

Swap Things Out Or Around: If you have one cylinder down and you are trying to determine why it is down, try swapping another driver of the same type to that cylinder. For example, you might swap the plugs on two injectors and see if the problem follows the plug you have just moved, or if the problem is still at the same cylinder.

Look For Pairs: This is a simple way to narrow down the problem. For example, if the engine is missing on two cylinders, you can look and see if there are any systems on the engine where those two cylinders share common wiring, or drivers from the ECU or 12V supply. Any time there are pairs of items like, dual outlet coils (wasted spark), or injectors wired in sets of two (banked injection), it makes finding the problem so much easier. If the engine is missing on one cylinder, it is unlikely that the problem is caused by something that is half of a pair with something else, like a dual output coil for example. **Go Back To Basics:** Check for good quality power and ground connections.

Wiring is the most common reason for EFI faults, so this is a good place to look for problems.

We will be going into more detail as we go through these articles, but the first thing to understand is that you can get yourself into a way of thinking that immensely increases your ability to solve the problem in front of you.

So,until next time.

Steve.

For more information you can go to www.wolfems.com.au

Tech TORQUE - Timing Lights - Dial Back vs Fixed

Most of us know that you cannot begin to even try to start an engine without a timing light (although many have tried in the past - including myself in my early days). But, without knowing that your ECU is delivering the ignition timing that you think it is delivering, at best you can guess what the real ignition timing is, and at worst you can potentially cause damage to your engine.

So the first thing we have to do before we tune an engine - either dyno or track tuning, is to make sure the ignition timing the ECU is displaying corresponds to where the engine is when the spark event occurs. That is: If the ECU says 10 degrees BTDC, the spark event must be 10 degrees BTDC. If it is not, change the ECU configuration so it is correct.

Just quickly though, there is one thing to test. Even though you have the correct ignition timing at idle, what's to say that it is correct at say, 3,000 RPM? With modern ECU's being so configurable, you must check the ignition timing at two RPM points. If the timing is correct at both RPM's you are good-to-go.

If the timing is not correct at both RPM's you may have a configuration problem, or a triggering issue. Back to the subject line, Timing Lights - Dial Back vs Fixed.

Fixed Timing Lights just flash when the spark event occurs. They may have a button or a trigger, but they have no smarts to make working out the actual ignition timing easier.

As you will see, this may be an advantage.

Dial Back Timing Light - either with a rotating knob, or buttons. These are the top of the line timing lights.

But they do have one problem:- If you have a wasted spark ignition system, either with dual output coils, or individual coils fired twice per engine cycle, a dial back timing light may show you the INCORRECT ignition timing. Worse still, this is not an offset from the real timing, it varies depending on the engine RPM.

This is due to the fact that the timing light is using the speed of the ignition pulses to determine the engine RPM. And it uses that engine speed to work out how long to delay the flash event so it shows on its display or dial, what the ignition timing is. Since it thinks the engine is running twice as fast as it actually is, it cannot determine what the CORRECT ignition timing actually is.

I have seen seasoned mechanics have trouble with this many times over the years. It is more common than you may think.

The basic symptom is that they have set the timing, and it is correct at idle, but when they rev up the engine, the timing changes away from what the ECU is saying it is delivering.

So, make sure you either use a fixed timing light, or, set the dial back to zero if you are checking the ignition timing of any engine running any type of waste-spark ignition system.

If you'd like some more info on Tools for EFI Diagnostics, you can have a look at <http://www.wolfems.com/support/EFIFuelInjectionTools.html>. There is info on Timing Lights, Pressure Gauges and Multimeters.

Steve.

Go Karts, Phillip Island

put this one in your diary

Sunday 26th April

1100am arrival, 1130am racing

4 x 10 minute heats

\$75

We are aiming for 18 highly skilled nuts, to enjoy a gentle Sunday drive to the Island and then race as hard as you can to test your skills with fellow drivers in similar machines. Who will be the champ this year ? Have you got what it takes to knock Ken off as the reigning champ ? Have you got enough guts to pass Phil ? Can you keep up with Peter's cornering skills ? If not, just come along and then we'll go to the pub later.

We'll be collecting deposits at the next couple of meetings, \$20 should do. We should finish about 12.30pm and then to San Remo for lunch. Nothing organised for lunch but there are plenty of take away shops and the pub is nice.

Some notes from the visitor centre:

All drivers must have a zero blood alcohol reading or they will not be allowed to drive the go karts. Please remember shorts & t-shirts are fine, but not singlets, and you all need to wear runners or proper shoes, not thongs or sandals. If you have a full face helmet, bring it along.

To get to the Grand Prix Circuit, follow the Tourist Rd onto the Island & keep following the sign-posts until you get to the main driveway at the Circuit; the Visitor Centre is 500m down this driveway.



Club TORQUE - Motorkhana and Group 5 — Frank

Toyota Car Club ran the first state round of the VMC series on 15th Feb, and the truth is I cannot remember much about the day. Well...now that I've looked at the results some things come to mind, yes my first event after the rebuild over Christmas and all went well, thanks for asking. 37 entrants on a warm and dusty day, with Bruce, Kris and myself flying the flag for HSCCV over 10 tests. It was a virgin event for the Lethborg's, they bought along a jelly bean, their little front-drive Mazda 121. Judging by the times, when they get used to the car they're gonna be quite competitive and give the vets a run for their money. I pulled three tests out off David Batchelor (the guy from Flowerdale who lost his house in the fires) and pretty much made a mess of the rest of them. Hope Dave comes to play more often, he gave the impression that he wouldn't be seen much this year, wish him well with his rebuilding plans.

It's amazing that we've been through this whole bushfire thing, you wouldn't think so given today's weather – I got drenched at the Airshow at Avalon. Tomorrow PAC is supposed to be running the second round of the VMCs at Tooradin. At least water there tends to drain away... Oh, back to the results from Toyota's round, Bruce picked up a 3rd in class with Kris snapping at his heels, not even a second between them. I was 2nd in my class.

I have a much clearer memory of the event that our club ran. Actually, correction there, our club hosted. Quite a well run day on March 1, and a huge thanks to John Rosengrave from HAC who directed our event and Nicholas Charrett from FFCC for getting the paperwork through in record time. And a big thanks to a number of other key people who made the day happen. We had Greg Black who towed the trailer, rolled up his sleeves to scrutineer then jumped on a stopwatch for the rest of the day. And then towed the trailer back to Bright storage. He was joined by Wayne, Peter and Phil who also did their bit for timing, thanks guys, and Glenn & Michelle organised the food in the lead up to the event and then cooked up a storm on the day, thanks too. Everyone pitched in where they could and it was good to see and be part of the effort. We had extra help from Andrea Fisher and Ian Sperling from HAC as well. The biggest issue we faced on the day was a low number of competitors, cannot understand why. To that end, we as a club made a small loss, as just another few competitors probably would have been enough to turn a small profit instead. The upside is that we picked up another family membership thanks to largely to Glenn and his silver-tongued sales spiel, good work! I helped seal the deal as I sideways chauffeured the father and son on a few tests. Seriously, this is a good way to get an almost first hand look at what motorkhanas are about. All you've got to do is show up at a Group 5 event and ask if you can be a passenger (Note: cannot take passengers at VMC rounds). There must be quite a few people who read this mag every month and don't go and check out what it's about...Check the calendar and ring one of the committee members on a day you can make it, we'd be happy to show you what it's about...

Okay, onto HSCCV's results for the day – Stephen Gallagher put in a good effort with clean runs to score a solid second in class, Aaron is doing really well too. Even with some mistakes he still cleaned up in Juniors and is starting to look like a real seasoned competitor. Look out Stevo. Others from HSCCV include the Le Mottees and their friends, the Bisianis in the well used Mazda 323. There was 5 of them in it but the owner had to break it and take it home. A big bang, lots of oil and then game over. Broken diff casing where the gearbox stabiliser arm bolts on to it. Too much flogging. Sounds like a new car coming...even though they didn't finish the day (with the exception of Monique) Dave picked up one class point, followed by Irene, Monique, then Alissa and Adam Bisiani. I won my class by a very small margin, quite a difficult day for me as I had my head in the space of secretary during the day, plus helped John to make the decisions on the day and set up tests as required.

Coming events include Tooradin tomorrow, which will be all over including the shouting (if there is any!) and then as the month is punctuated by the GP, HAC is running their Group 5 khana at Avalon on April 5.

At the committee level we've come to realise that its wise to find other ways to get our events to run more cost-efficiently. One of the biggest things we've found is that if people are assisting on the day, then their money stays in their pocket and doesn't assist with the profitability of the event. Plus some officiating positions enable those people to get a free run (particularly speed events), which in effect means we are paying key people to officiate. This is a situation the committee is looking to improve, as costs go up we have to find ways to make events break even at worst. Nobody stays a member of a non-financial club, it's that simple...stay tuned as there will be more about this in the coming months...

Alright, enough said for now. Until next month, see you sideways or at the meeting.

Club TORQUE - February General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc. –Feb Gen Meeting**

Bell's Hotel–23/2/2009

MEETING OPENED AT 8.15PM

PRESENT As Per Attendance Book /Sheet**APOLOGIES** Amelia, Fitzpatrick's, Peter Scott , Greg Black, Kylie & Russell, Steve & Evelyn, Dave, Shane, Kerry, Matthew & Emma Cardwell**New Members/Guests**

Darren ex HQ

Any business arising from previous minutes? M. Ian S S. Kris L

PRESIDENT:

Welcome

PI Historics coming up.

MK on March 1st

Top Gear in Australia Report

VICE PRESIDENT

Winton Report

Incoming Mail Feb 2009

Membership	Steve Jones	Inform members and File	Membership Secretary & Treasurer
Unicar Mag	TCCA	Inform members and File	Secretary
Membership	Michael Johnson	Inform members and File	Membership Secretary & Treasurer
Membership	Shane Thompson	Inform members and File	Membership Secretary & Treasurer
Membership	Andrew Morris	Inform members and File	Membership Secretary & Treasurer
CAMS Invoice MK	CAMS	Treasurer	Secretary
CAMS Invoice HC	CAMS	Treasurer	Secretary

Item	From	Action	Person to Action
Flyer	Dandenong Valley Car Show	Inform members and File	Secretary
Flyer	Spirit of Tasmania	Inform members and File	Secretary
Membership	David Williams	Inform members and File	Membership Secretary & Treasurer
Flyer	Palace Cinemas	Inform members and File	Secretary

Club TORQUE - February General Meeting Minutes (cont)**TREASURER**

Winton Report
HC coming up will be expensive.

Doing Well
Balance@ \$20000.00
Memberships coming in
Officialing report

MEMBERSHIP & POINTSCORE

Membership coming in
Send results to Bruce
Pointscore in next newsletter

EDITOR

More Articles needed send to Alex

MOTOR RACE AND RALLY

Winton discussion
Meeting with FFCC
Discussion of timed sessions vs no of laps

SOCIAL

Any suggestions
Position vacant
Observation Rally – Frank
Go Karts 26th April

SPECIAL EVENTS**GRP5/ MOTORKHANA**

VMC 1st round
1 March M/K helpers needed.

WEBSITE

Trouble with website sorted out calendar up to date. 33,000 hits per month.

STOCK

CSC
AGM

PUBLIC OFFICER

Paperwork needed for report.

GENERAL BUSINESS

Club mission statement.
\$1,000 Donation to bushfire survivors.
Passenger runs/Driver Training discussions
Oran Park
PI Historics 14/15th March
Raffle

FINES:

Wayne – Kill Switch
Bruce no book

LOTTO:

MEETING CLOSED: 10.15 PM

Club TORQUE - Point Score

ELIGIBLE EVENTS

NO	EVENT NAME	DATE
1	AGM MEETING	24/11/2008
2	G5 KHANACROSS	30/12/2008
3	JAN GENERAL MEETING	26/01/2009
4	VMC 1	15/02/2009
5	WINTON SPRINT	22/02/2009
6	FEBRUARY MEETING	23/02/2009
7	G5 MOTORKHANA RND 1	01/03/2009

Name	Tot Evnts
Frank ROGAN	54 6
Wayne PAOLA	34 5
Peter STEWART	32 5
Bruce LETHBORG	31 5
Russell SMITH	27 3
Julie STOKES	26 4
Ian SMITH	26 4
Kylie KASTELIC	23 3
Vlad KOWAL	23 2
Malcolm CARDWELL	20 3
Kristofer LETHBORG	19 3
Ray SEYMOUR	17 2
Steve JONES	17 2
Micheal BUDGE	15 2
Peter SCOTT	15 2
Stephen CRUPI	15 2
Antonia FITZPATRICK	15 2
Kim MCCONCHIE	15 2
Steven GALLAGHER	15 2
Chris LOXTON	13 2
Colin HEAL	12 1
Greg BLACK	12 2
Evelyn CRUPI	10 1
Philip SLATER	10 1
Brenton SMITH	8 2
Robert SEYMOUR	8 2
Michelle LACCHIANA	6 1
Aaron GALLAGHER	6 1
Mark LOMAS	6 1
Maxi STOKES	5 1
Alex CHIANTA	5 1
Jan SMITH	5 1
Jeremy WATT	5 1
Jason PERCY	5 1
Alan DAVIES	5 1
Ken SCOTT	5 1
Geoff PATTERSON	5 1
Richard WALES	5 1
Ray CARDWELL	5 1
David LE MOTTEE	4 1
Andrew D MORRIS	4 1
Monique LE MOTTEE	3 1
Irene LE MOTTEE	3 1

New Cars



Viva Hatch
1.8L Auto, 4 Air bags, ABS, Alloys, Aircon, CD. Stock no: 3073669

\$17,790 Drive away

at Summit!



Viva Hatch
1.8L Auto, 4 Air bags, ABS, Alloys, Aircon, CD, Metallic Paint. Stock no: 3121394

\$17,990 Drive away



Combo Van
Manual, 2 Air bags, Aircon, Side & Rear Access, Power Steering, CD, Stock no: 3165791

\$19,490 Drive away



MY09 Epica CDX Diesel
2.0L 6 speed Auto, Full Electrics, Cruise Control, Alloys, 6 Airbags, ABS, ESP. Stock no: 3135900

\$27,790 Drive away



MY09 Epica CDX Diesel
2.0L 6 speed Auto, Full Electrics, Cruise Control, Alloys, 6 Airbags, ABS, ESP. Stock no: 3186143

\$27,790 Drive away



MY09 Epica CDX
2.5L 6 speed Auto, Full Electrics, Cruise Control, Alloys, 6 Airbags, ABS, ESP. Stock no: 3135622

\$26,790 Drive away



Colorado LX
4x4 Crew Cab Pick Up, Turbo Diesel Auto, CD Player, Full Electrics, Air bags, Aircon. Stock no: 3166054

\$36,990 Drive away



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4x4 Diesel Crew Cab Pick Up, Auto, 3000kg Towing Capacity, Electric Windows, CD, Aircon, Shift on the Fly, Metallic Paint, Air Bags. Stock no: 3138484

\$36,990 Drive away



VE9 Calais-V Sedan
V6 Auto, Leather, Climate Control, Premium Audio, DVD, Cruise Control, 18 inch Alloys, Full size Spare. Stock no: 3043996

\$47,790 Drive away



WM Statesman V6
Black Duco, Leather, ESP, 6 Air bags, 6 Stacker CD, ABS, Alloys. Stock no: 3121449

\$52,990 Drive away

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Wayne
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- banners
- presentations

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**HOLDEN SPORTING CAR CLUB of VICTORIA
Inc.
P.O. Box 791
Melbourne Victoria 3001**



Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

.....Postcode:

Phone: AH.....BH.....Mob.....

Email:

Occupation:Date(s) of birth:.....

Vehicles:

Reg. Numbers:.....

Membership No(s):Introduced by:.....(New members)

I am interested in: Motorkhana.....Race:.....Rally.....Sprint/Hillclimbs.....

I hereby certify that I will abide by the rules and regulations of the Holden Sporting Car Club of Victoria Inc. and also the National Competition Rules of the Confederation of Australian Motor Sport with which this club is affiliated.

Signed:.....

Dated:.....

Membership fees (please mark clearly):

- Single: \$48.00 full year from January 1
- Family: \$70.00 full year from January 1
- Junior (under 18) \$25.00 full year from January 1
- Associate (Bona fide members of non CAMS affiliated car clubs only with proof of membership) \$25.00 full year from January 1

please make cheques payable to 'Holden Sporting Car Club of Victoria'

Level 2 Licence can only be purchased at Club meetings or events

Payment: Cash.....

Cheque.....

Please return to: The Membership Secretary
HSCCV Inc.
PO Box 791
Melbourne 3001

Office Use:
Date received:.....
Licence processed:.....



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